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COMLCSRON ONE Newsletter



COMLCSRON ONE Launches Newsletter- Ahead of Schedule

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Welcome to the first edition of COMLCSRON ONE'S quarterly newsletter! There are many Navy newsletters floating around out there in the fleet, but as a unique command, we find it only fitting that LCS have a unique newsletter. We would like the newsletter to be a media form which can reach out to each and every sailor within the LCS Program from the deck plates in the engineering spaces to the Commodore's office and everyone in between. This newsletter is our way of informing the LCS Community of the latest and greatest news that is happening within our program. Along with LCS program updates, we will provide sailors with answers to questions about schools, programs, the training cycle, assessments, and inspections.

The traditional Navy has always been built upon the complexities and successes of many moving parts. The LCS Program is perhaps the most complex program that the Surface Navy has ever taken on. Within our program there are literally thousands of personnel involved within dozens of commands, program offices, and contracted facilities. There are PRECOM units, on-hull crews, off-hull crews, mission package detachments, support staff, replacement sailors, unplanned loss sailors, instructors, and assessors; the list goes on and on. With so many unique facets, each having its own set of moving parts, the LCS world can quickly become very complex and confusing to even the most seasoned sailor. Our hope is that the LCS Newsletter will provide a discussion forum for different entities within the LCS Program, allowing us, as an LCS Community an opportunity to get to know each other and the different programs that we find ourselves working with. You will find messages from the DAPA, the Aviation Department, Damage Control trainers, N43 assessors, and many others.

We hope that you enjoy this initial edition of COMLCSRON ONE's Newsletter and that you find it informative and entertaining. As always, feedback and input are encouraged. If you have any comments, suggestions, or would like to contribute to next quarter's newsletter, please feel free to contact Lieutenant Kappel at the email address listed above. Enjoy!



"Great minds discuss ideas, average minds discuss events, small minds discuss people."

-Admiral Hyman G. Rickover

Aviation

LCS AVIATION TEAM:

LT Stockwell- Aviation Training Officer (rebecca.stockwell@navy.mil)

ABFC Melton- Aviation Training Team Coordinator (justin.melton@navy.mil)

ABFC Ravens- Aviation Training Team Coordinator (gary.ravens@navy.mil)

First, we would like to announce the arrival of our new Aviation Training Team Coordinator, ABFC(AW/SW) Ravens! Chief Ravens has over 20 years of experience in the Aviation Community, and is excited to be a part of LCS. Welcome aboard, Chief Ravens.

The key to maximizing both crew and staff proficiency is communication. Whether you are concerned about PQS completion, preparation for the J-495-0414 Aviation Firefighting course or ARQ, ask for our help; that's why we're here! We are involved in the qualification process (AAV, ARQ), so we should be involved in the training process as well. The COMNAVSURFORINST 3502.1D requires 13 launch/recovery evolutions per quarter for proficiency. Historically, this has not always been a possibility and to mitigate, LCS Personnel Readiness Group offers crews a visit by the Aviation Training Team (AVTT). This AVTT visit is intended to imitate an ARQ, with flight deck drills, admin review and gear inspection. Since this is not a current requirement in the LCS TRAMAN, this evolution is by request only.



Another key to the success of your flight deck team is the adherence to the NAVAIR 00-80R-14 and the LCSTRAMAN, which require the crew to run aviation fire fighting drills twice a month. These drills shall be observed by the on-hull crew Executive Officer and/or Aviation Detachment OIC. These need to be documented and forwarded to the COMLCSRON Aviation Team.

One responsibility of LCSRON is the possession and revision of the crew's aviation binder. To ensure we are accurately tracking your information and to determine what we are missing, it is imperative that we possess a current Watch Quarter Station Bill. We ask that you be proactive in forwarding all updated WQSBs and ensure qualification compliance per COMNAVSURFORINST 3700.1B. We have electronic copies of the chart outlining these requirements, so please ask if you need a new copy.

Some of the best training that we have continually been able to provide is the Pre-0414 training at the Aviation Firefighting school house. Please ensure that all essential Flight Deck personnel are able to attend this training and are in coveralls for hands-on training. This is a great time to ask questions and get newly reported personnel up to speed with the differences between Shipboard Firefighting and Flight Deck Firefighting. In order to prevent confusion, we ask that you convey all questions about scheduling the J-495-0414 and pre-0414 to us rather than the school house.

In closing, we would like to share some good news. OPNAV has approved the waiver allowing us to pay 12 flight deck personnel for the job they do, independent of rank. Once we receive the letter, we can ensure that our hard working flight quarters teams get the money they deserve. Unfortunately, we are not permitted to back-date this allowance.

If you have any questions about AVCERT, AVTT, or ARQ, please contact us at 619-556-8352. To speak to our Operations counterpart, LT Delgado can be reached at 619-556-3746.

What You Need to Know About Schools

By: LT Mark Belanger
T2C Schools Coordinator
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As a fairly new addition to the N7 staff at LCSRON, I am in the process of wrapping my head around the abundant differences between LCS and the rest of the Surface Navy. We operate differently in many areas, though some things we still do the same as our "legacy" brethren. One similar process is reserving schools for off-hull crews. Most of us have been to a formal Navy school like Shipboard Firefighting. Who reserved that quota for you? How did they do it? Where did they find the information about that school? Is that information available to you, or just to your schools coordinator?

Every official school can be identified by two codes: Course Identification Number (**CIN**) and the Course Data Processing Code (**CDP**). The CIN is the unique code assigned to a formal Navy school. For example, the CIN for shipboard firefighting is A-495-0018. Furthermore, shipboard firefighting is taught in more than one location in the world, and this is where the CDP comes into play. The CDP tells us where the school is being taught and is usually four characters long. The CDP for shipboard firefighting in San Diego is 06DP. What about the same school, but taught in Norfolk? Same CIN but the CDP is now 04V5. **As you can see, every school will have only one CIN but can have multiple CDPs.** Keep these two acronyms in mind.

Go to Google and search for "CETARS." Click on the first navy.mil link and you will be taken to an official Navy website that is the portal to the two most important websites for schools: CANTRAC vol. II and eNTRS. If you continue on to CANTRAC vol. II, you will see a search box just like on Google. Enter the course name, a keyword, or (if you have it) the CIN or CDP. The process is a lot easier if you have the CIN or CDP. Let's say that you search for the CIN. The search results will display the course name and all CDPs associated with it. If you do not know which CDP is for San Diego, you will have to click on them individually and look at the location block for each.

Once you've found the correct CDP, you can now look at everything you will need to know about the course: uniform, materials, meeting time, POC, pre-requisites, clearance requirements, quota control, and a link to the schedule. Click the link to the schedule and you will find all convening dates for the CDP. The last step is to click the link for quotas and you will see if there are any available seats.

Schedules and quotas can also be viewed on the website eNTRS, however this site is mainly used by your schools coordinator. Without any special permissions (and as long as you have your CAC inserted), you will be able to view pending reservations, schedules, and class rosters. Your schools coordinator will be able to do all these actions, plus have the authorization to reserve school quotas.

Why is this information important to know? **Off-hull school reservations are now the responsibility of the individual crews.** As a former TrainO, I strongly suggest that only two people per crew have authorization to reserve school quotas. The schools coordinator should be an E-6 or above with knowledge of the crew's schedule in order to efficiently prioritize training events and schools. The alternate should only reserve school quotas if the schools coordinator is unavailable. A single coordinator will ensure you **avoid missed training opportunities (MTO)!**

EN1 Josafat and I will remain your contacts at LCSRON, and are available to assist in any way regarding this matter. If you become the schools coordinator for your crew, please contact me. If you only take away one thing from this article: **GET FAMILIAR WITH CANTRAC, IT'S EASY!**



Enthusiasm was never a problem at the Master at Arms A-School.

Damage Control- Back to the Basics

By: DCC(SW) Doyle
Damage Control Training Team
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Fire Fighting and Damage Control are always challenging. The Littoral Combat Ship platform brings with it a whole new set of challenges. Lessons learned from MOB-D LTT, crew turnover, and the off hull training track have garnered invaluable information so that the crews and Squadron training teams can be better prepared for their mission.

LCS DC training all starts at the DC Academy. Core crew members as well as mission package personnel are given instruction in Basic Damage Control including fire fighting systems, investigation principles, and material conditions of readiness. The highlights of the DC Academy are the day-long live Fire Fighting Team Trainer and the day-long Wet Trainer where the team works together to patch a multitude of leaks. After these personnel are integrated with their platforms, they will again experience live DC training during the off-hull period. Normally, each crew gets one day at the Fire Fighting Team Trainer and one day at the Team Wet Trainer, either at the Point Loma Sub Base or at the CNE learning site San Diego. It is at this time that crews should take onboard all of the basics of fire fighting and damage control while working as a shipboard team. Crews often have fun with the training while learning how to work as a team when attacking live damage control casualties. The on-hull period is when the Damage Control Training Team from the Squadron will be onboard to assess the core crew's proficiency in fire fighting and damage control.

Typical drills for this assessment period are:
In-port duty section: Class "A" Fire Drill and a Toxic Gas Drill.
Underway team: Class "B" Fire Drill and a Mass Conflagration Drill.

Lessons Learned in the past from these drills:

- * Be familiar with the location of all DC equipment.
- * Re-visit the proper techniques used when dealing with Fire fighting and Damage Control.
- * Understand your crew's DC organization.
- * Conduct these drills once crew turnover is complete vice during turnover.

Since there is no Damage Control Training Team within the crews and there is a limited amount of time to conduct training onboard via the ship's DCA, it is imperative that all crew members attend the DC training that is given during the off hull period. Take on the Damage Control basics that you receive and excel at the mission.

DC Questions:
(Answers are on page 7)

1. What three components make up the fire triangle?
2. What are the three methods of heat transfer?
3. What are the three basic material readiness conditions?
4. What material condition of readiness provides the least amount of watertightness?
5. Next to each material, write if it would be a class A, B, C, or D fire if it were burning.
 - Hydraulic fluid
 - Energized circuit board
 - Paper
 - Gasoline
 - Magnesium
 - Cloth
 - Titanium



**The more we sweat in peace, the
less we bleed in battle.**

ENGINEERING

LESSONS LEARNED FROM A CREW CERTIFICATION

By: GSMC(SW) Johnson
Engineering Training Team
Damage Control Training Team
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"Experience: that most brutal of teachers. But you learn, my God do you learn." C.S. Lewis

A lesson is defined as a useful piece of practical wisdom acquired by experience or study. The Navy is built on lessons learned. The military would not be where it is today if it were not for lessons learned from trial and error. Every time a ship is inspected there is an "after action report" that sums up the good and the bad, the "lessons learned" during the inspection. LCS class ships have a crew certification inspection every eight months due to the blue and gold crew swap rotation.

Recently, COMLCSRON ONE conducted a crew certification which included a class "A" fire drill, a toxic gas drill, a mass conflagration, and a main space fire drill. Three sections were assessed and overall the crew did very well.

During the class "A" fire scenario there were initial issues with hose handling, proper repeat backs, and enthusiasm within the attack team. These issues highlighted the need for crews to retain the basics which are learned during the off-hull training period. Attack team leaders should also be familiar with the sequence of events during any damage control effort. Additionally, attack team leaders should be confident when sending and receiving messages to ensure that their position of authority is respected. Also, keep in mind that enthusiasm can go a long way during assessments.

During the toxic gas leak scenario the DC Team gave training on a new extraction tri-pod that the ship had been outfitted with. An injured sailor (OSCAR) from Auxiliary Machinery Room Number 1 was hoisted vertically from a shaft after succumbing to toxic gas. The Reeves Sleeve was used to secure the injured crew member, OSCAR, but was not properly secured after fastening the victim. OSCAR began sliding down in the reeves sleeve as he was extracted from the escape trunk. All sections received valuable training on site during the extraction assessment. One of the greatest takeaways was that all crew members should familiarize themselves with the Reeves Sleeve assembly and other emergency medical equipment to ensure that additional injuries do not occur while an injured crew member is being transported.

During the Mass Conflagration there were few mistakes. Often time investigators are unsure on whether or not they should make initial preparations for the attack team and combat the casualty. As an investigator, after reporting the location and type of casualty, you should engage any casualty that you come upon until relieved by the attack team or overcome by the casualty. Often times a small fire can be extinguished by a primary responder before an attack team even reaches the scene. Investigators should also ensure that they are familiar with all damage control equipment onboard their ship, including shoring.

For most ships, the main space fire drill is the pinnacle of all drills. With a main space fire being one of the worst casualties a ship may face, it is imperative that all hands involved are inherently familiar with the actions that they must take. For most ships it seems as if the mechanical isolation of the main space takes longer than it should. Remember- the fire will continue to be fed and the attack team cannot enter the space until mechanical isolation is set. Each crew should ensure that whoever is setting mechanical isolation has memorized the locations and classifications of all valves that must be isolated. This will ensure the quick isolation of a machinery space and prevent further damage to adjacent spaces.

In conclusion, overall the assessment went very well during the crew certification, but there are always lessons to be learned. Crew members and training team members should use the after action reports to ensure that the mistakes that we make while training do not carry over to the real-life situations that we'll face in the future.

"Tell me and I forget. Teach me and I remember. Involve me and I learn." Benjamin Franklin

Navigation and the SBT

By: QMC(SW) Ortiz
Seamanship Training Team
james.ortiz@navy.mil

LCS Navigation training is evolving. The next phase to be implemented is Train, Train, Certify. The first two days of Train, Train, Certify will be practice runs in the Shore Based Trainer, with the certification event taking place on the third day. Certification can be completed on the second day of training provided that the first day goes very well and that all parties agree to certify on the second day. I am often approached with various questions regarding stick time in the SBT. To try to clear up any confusion about stick time, here are the guidelines that are currently in effect:



- Stick time consists of a 90 minute training period in which the crew will be allowed to conduct very basic individual training such as pier work, UNREP, and transits with no contacts.
- During stick time, the assigned instructor is there to ensure the equipment is operating correctly. The instructor is not necessarily expected to provide feedback teaching.
- All requests must be received by 1200 the Wednesday prior to the week that you would like to have stick time. Requests must go through QMC Ortiz, LT Herrington, or FCC Bush in the N7 office. Requests should not go through the LTF.
- Requests will only be accepted for the following week (for example, you cannot submit a request a month out or for an entire Rapid Refresh Period).
- The SBT will staff the stick time request from LCSRON and will provide feedback if there is a conflict that prevents stick time from occurring (maintenance, tours etc.).
- JPAS requests to the trainer must be submitted through N3.
- Stick time is from 1530 – 1700, Monday – Thursday, weekly. Stick time may start earlier if a time can be mutually agreed upon between the assigned instructor and the crew or organization scheduled to conduct stick time. If stick time does start earlier, it will end 90 minutes after the agreed upon start time.
- In all circumstances, stick time will end and students must depart NLT 1700 so that the lab areas and classrooms can be secured. This 1700 end time may not be extended for any reason (trainer issues, late starts etc.).
- Stick time will not be scheduled in the trainer if the LTF is conducting a CAPSTONE course or BRM.
- Tardiness and no shows will be reported to LCSRON, and consequently may affect future stick time.
- Stick time is on a first come first serve basis, however, the crew currently conducting RRF in the trainer will always have the choice of days and may reserve the right to take all four days if needed.
- All requests must include a watchbill with rank and first names included to allow for JPAS verification. A description of the training scenario being requested should also be submitted.

Please forward any questions to LT Herrington, (audrey.l.herrington@navy.mil)
Chief Ortiz, (james.ortiz@navy.mil) or Chief Bush, (james.bush3@navy.mil)

Highlights in Deck

By: BMC(SW) Zorrilla
Seamanship Training Team
Johan.zorrillacordon@navy.mil

The LCS Seamanship Training Team has been focusing on identifying shipboard training deficiencies and tailoring our approach on training to zero in on the more common gaps. Of note, all Deck bills and operating procedures are an essential part of every evolution and must be utilized while conducting deck exercises. The Seamanship Training Team is currently conducting a thorough scrub on all Deck bills and instructions.

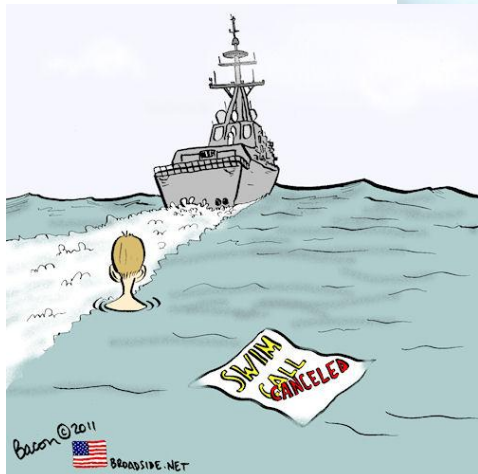
LCS recently had their first home grown Search and Rescue Swimmer School graduate, IT1 Medina Montero, who is currently serving onboard USS Independence (LCS 2). Independence has SAR certification coming up in January of 2012 and we expect him to be an integral part of that process.

A Deck JQR was recently put into circulation in order to gather metrics and feedback to use while developing a final version of the LCS Deck PQS. It is important for us to use this tool effectively while capturing the uniqueness of our environment appropriately in order to enhance the training of our hybrid Sailors.

Last but not least, our next two vessels, USS FORT WORTH (LCS 3) and USS CORONADO (LCS 4), will be coming online soon. We are diligently working with these pre-commissioning units to ensure that lessons learned from FREEDOM and INDEPENDENCE are reviewed and carried over to the latest hulls. Our goal is to learn from the past in order to enhance our future.

"A good Navy is not a provocation to war. It is the surest guaranty of peace."

-President Theodore Roosevelt



There is always someone who doesn't get the word.

"I can imagine no more rewarding a career. And any man who may be asked in this century what he did to make his life worthwhile, I think can respond with a good deal of pride and satisfaction: 'I served in the United States Navy.'"

-President John F. Kennedy

DC Answers:

(Questions are on page 4)

1. What 3 components make up the fire triangle?
Heat, Fuel, Oxygen
2. What are the 3 methods of heat transfer?
Conduction, Convection, Radiation
3. What are the 3 basic material readiness conditions?
XRAY, YOKE, ZEBRA
4. What material condition of readiness provides the least amount of watertightness?
XRAY
5. Next to each material, write if it would be a class A, B, C, or D fire if it were burning.
-Hydraulic fluid **BRAVO**
-Energized circuit board **CHARLIE**
-Paper **ALPHA**
-Gasoline **BRAVO**
-Magnesium **DELTA**
-Cloth **ALPHA**
-Titanium **DELTA**

Final Contract Trails is Around the Corner

By: LT Sayoc
Material Assessments Officer
emmanuel.sayoc@navy.mil

N43

In the ever changing world of LCS, the Material Readiness Group (N43) at LCSRON ONE is focused on major evolutions such as Final Contract Trials (FCT) and Post Delivery Test and Trials (PDT&T). The initial discussions in daily morning meetings involve going through material discrepancies on all sea frames and understanding all possible mission impacts. Recently, the N43 has seen an influx in the number of military personnel rotating in and out of the department to include the N4 billet. N43 is growing and will undergo a reorganization in order to better man increasing responsibilities and address the dynamic challenges of a rapidly growing LCS fleet. Currently, USS FREEDOM (LCS 1) is preparing for FCT and undergoing major industrial maintenance and modernization during her Post Shakedown Availability (PSA) while USS INDEPENDENCE (LCS 2) is conducting PDT&T for its mine countermeasures mission package.

LCSRON ONE has faced some challenges while preparing for its first INSURV inspection on FREEDOM, nominally scheduled for March 2012. These challenges include planning, logistics, material discrepancies, and technical issues that are often associated with first ships in a class. Much of the equipment onboard FREEDOM is new to the Navy and often commercial off-the-shelf systems that are built by foreign manufacturers. In order to overcome these challenges the FCT team has dedicated a significant amount of man-hours in the planning process while involving staff members, INSURV assessors, and members of both crews. FCT preparation has been a comprehensive process, conducting shipboard rehearsals and observing other ship's trials. Since December of 2010, the staff in N43 and the crews have been steadily gaining efficiency and gathering lessons learned by conducting rehearsal inspections and observing INSURV assessments on other ships. Since December, the LCSRON ONE FCT team has conducted three full rehearsals involving the sea frame, crew, staff, and contractor support. Each time the crews and staff conduct an FCT rehearsal, the SOE is refined and material discrepancies to be addressed prior to FCT are identified and documented. Over this lengthy process over 1000 discrepancies have been noted, prioritized, and entered into the maintenance availability planning process. Tiger teams are being assembled and prepared for correcting remaining discrepancies. Administratively, the FCT team has developed their own demonstrations and has organized contractor support to cover gapped technical capability and test equipment availability. In addition, inspection checklists have been validated for the first time in this class of sea frame, and INSURV has approved an SOE for FREEDOM. While preparing for FREEDOM's inspection, the FCT team has observed trials for USNS WASHINGTON CHAMBERS (T-AKE 11), and USS MILIUS (DDG 69).



By observing these inspections, the FCT team has obtained invaluable lessons learned such as the need for early and frequent communication with the INSURV inspectors, the importance of overall organization amongst area leads and demonstrators, the documentation of material discrepancies, the advantage of having multiple hard copies of deliverables and technical manuals on-hand, and the importance of developing local operating procedures (LOPs) in order to ensure a smooth execution of Final Contract Trials. All FCT evolutions for FREEDOM will be driven by LOPs. A lot of work still needs to be done and the FCT team is now focusing on getting FREEDOM through PSA, correcting material discrepancies, observing INSURV onboard USS ANTIETAM (CG-54), and conducting one more full rehearsal for FREEDOM, all in preparation for actual trials early next year.

The Future of Assessments

By: LT Sayoc
Material Assessments Officer
emmanuel.sayoc@navy.mil



During material assessments, N43 has used Naval Surface Warfare Center Carderock Division (NSWCCD) Philadelphia's Reliability Engineering Data Integration (REDI) system and portable IPAD internet tablet systems during three shipboard material assessments on USS FREEDOM (LCS 1) and USS INDEPENDENCE (LCS 2). This tool has streamlined and automated many of our cumbersome and manual assessment work processes. The features which have improved assessment efficiency and effectiveness include: the storing, viewing, verification and validation of equipment and support documentations and data files such as Operating Sequencing System documents, Preventive Maintenance System documents (MIP/MRCs), the CSMP database, OMMS-NG and CDMD-OA data, NSTM documents, and OEM Technical Manuals. This allows for an "assessor's electronic library" of information, normally spread over multiple systems and databases, that is now available in an assessor's pocket. Also, REDI has streamlined the creation of 2-Kilo/AWN work candidates on the deck plate during the assessment. The tablets allow assessors to look at OSS diagrams, search for jobs in the CSMP, and find component RIN numbers in order to write job requests immediately at the site of the discrepancy. Plans are in place to see if this tool will ease the job of the Ship's Maintenance and Material Officers, who do similar job tasks. Finally, REDI offers the ability to make electronic inputs on OSS and PMS feedback forms, inputs for CDMD-OA change configurations, and also viewing, verification, and validation of CDMD information. REDI, together with the development of new processes, has vastly improved shipboard training and efficiency while changing the way we do assessments. Assessment processes and strategy are constantly being refined and the tools that will aid us in executing future assessments are still under development, but the advent of REDI is a foreshadow to the future of systems being screened and coming online in the near future for the LCS program.

Mission Package Detachments Now a Permanent Feature On Hull

By: MNC(SW) Elizondo
Mission Liaison Chief
roel.elizondo@navy.mil

Mission Packages will be joining the core crews on hull from now on. SUW will be on FREEDOM and MCM will be on INDEPENDENCE rotating as the crew does. The mission packages will be able to assist with ATPF, internal rover watches, and working parties. The expectation is that the detachments will be fully integrated within the ship and will mirror the core crew's schedule. The first few swaps will have some challenges due to the lack of MCM mission package certifications. As of now, MCM DET TWO is the only certified MCM detachment. DET ONE will start training in November while preparing to conduct MCM DT in early 2012. DET THREE will be manned up in December, 2011.

As the Mission Package Mission Liaison Chief (MLC), I am responsible for scheduling the off hull training plans. I will arrange fire fighting, ATPF, and your Shore Based Trainer (SBT) schedule. Prior to participating in the SBT, watchbills and specific training expectations should be provided to the MLC. I can be contacted at roel.elizondo@navy.mil to answer any of your mission package questions.

A Message From Medical

By: HMC Durgin
LCS Medical Department
randall.durgin@navy.mil

We would like to announce a new member to our Medical Team, HMC Alonso as our new Senior Medical Inspector. As the Senior Medical Inspector, HMC Alonso will ensure that the all Medical Departments on LCS ships are fully mission ready. His last duty station was in Mayport, FL where he served as the Independent Duty Corpsman for USS DOYLE (FFG 39). His experience as an IDC makes him a perfect fit as a lead medical inspector. Welcome aboard, Chief Alonso!

Maintaining our health and medical readiness is an essential element to our mission readiness for LCS and the U.S. Navy. The Navy has charged each sailor with keeping track of their own medical requirements and has given us BUPERS On Line to assist us in doing so. Please go to your profile and schedule appointments as necessary. By doing so, you will maintain your deployment readiness and cut down on the time needed to address medical issues prior to transfer to ship or shore commands. If you are transferring overseas, you not only need your basic medical requirements, but also that country's requirements as well. If you are going overseas with family members this process becomes much longer and more difficult while coordinating pack out dates, shipping dates, flight schedules, and passports.

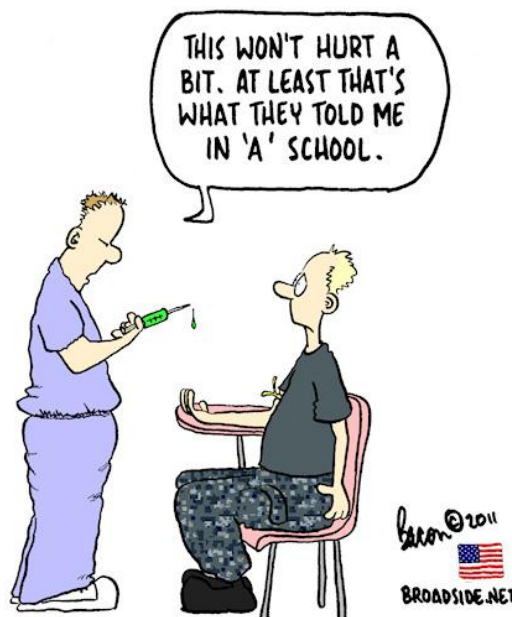
Our fleet readiness lies within you, the individual sailor. Our greatest ships are only that way because they are manned by the greatest sailors, the United States Sailor!

Should you find that your crew, personnel, or mission group needs some additional medical training, basic or advanced, or if you would like to schedule the use of our training classroom, please contact HMC Durgin at 556-3344 or HM1 De La Ossa at 556-7314.

To schedule appointments for medical readiness, PHA's, PARFQ's, and Fire Fighting questionnaires, please contact HM1 Hurley or HM3 Nadeau at 556-3294

If you have questions regarding medical supplies for LCS ships, please contact HMC Eusebio at 556-7311.

Our newest staff member, HMC Alonso, is working together with HMCS Schaffer to ensure that our water front Independent Duty Corpsman and their Medical Departments are mission ready. If you need their assistance please contact them at 556-3345.



Military Trivia:

(answers on next page)

Q: What U.S. military base was won in the last major battle against Japan?

Q: What Civil War general graduated first in the West Point class of 1829?

A Note From Your DAPA

Command DAPA: ABFC Melton (justin.melton@navy.mil)

Asst. Command DAPA: MNC Elizondo

Asst. Command DAPA: YNC Green

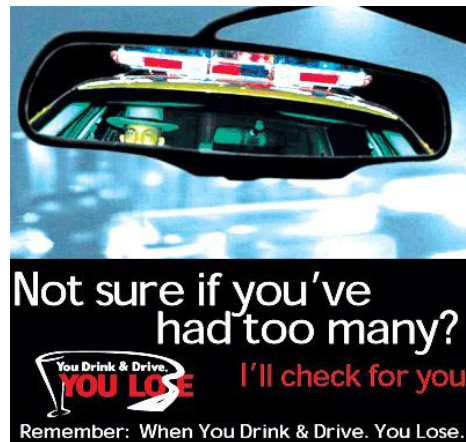
The DAPA would like to remind everyone to "Plan Before You Drink". The football season is here, and weekend gatherings involving alcohol with family and friends tend to be more frequent. PRIOR to consuming alcohol, ensure that you develop a plan for transportation and/or where you are going to be staying. Proper planning is the number one way to avoid a bad situation due to alcohol consumption.

Our Command Policy towards alcohol is "Responsible Use". Keep in mind that there is a fine line between social drinking (acceptable) and alcohol abuse (unacceptable). A good example of this is as follows: Having a couple of beers at home with a few friends can be considered social drinking, and is fine, however having a couple of drinks and then driving away in your car is illegal, and considered to be Alcohol Abuse.

The minimum fine in the State of California for a DUI is \$10,000. The average fine for a DUI after punishment from the Navy can add up to several hundred thousand dollars over the course of your Naval Career. It is ALWAYS much cheaper to either stay in a hotel or take a cab to your residence.

All personnel should be carrying a 511 "Arrive Alive" card. Remember that these can be used at anytime and that there are no questions asked. This is a great tool that we have to prevent us from drinking and driving.

If you have any questions regarding DAPA issues, or about our Drug and Alcohol policies in general, feel free to contact your Command DAPA: ABFC(AW/SW) Melton.



Where Did That Navy Word Come From?

Ahoy- This old traditional greeting for hailing other vessels was originally a Viking battle cry.

Bamboozle- In today's Navy, when you intentionally deceive someone, usually as a joke, you are said to have bamboozled them. The word was used in the days of sail also, but the intent was not hilarity. Bamboozle meant to deceive a passing vessel as to your ship's origin or nationality by flying an ensign other than your own -- a common practice of pirates.

Crow's Nest- The crow (the bird not the rating badge) was an essential part of the early sailors navigation equipment. These land-lubbing fowl were carried on board to help the navigator determine where the closest land lay when the weather prevented sighting the shore visually. In case of poor visibility, a crow was released and the navigator plotted a course that corresponded with the birds because it invariably headed toward land. The crow's nest was situated high in the main mast where the look-out stood watch. Often he shared this lofty perch with a crow or two since the crows' cages were kept there; hence the crow's nest

Where does the Navy Fouled Anchor come from?

FOULED ANCHOR--The fouled anchor as a naval insignia got its start as the seal of the Lord Howard of Effingham. He was the Lord Admiral of England at the time of the defeat of the Spanish Armada in 1588. During this period, the personal seal of a great officer of state was adopted as the seal of his office. The fouled anchor still remains the official seal of the Lord High Admiral of Great Britain. When this office became part of the present Board of Admiralty, the seal was retained--on buttons, official seals, and cap badges. The Navy's adoption of this symbol and many other customs can be directly attributed to the influence of British Naval tradition. The fouled anchor is among them.

Answers to Navy trivia on page 10. 1. Okinawa. 2. Robert E. Lee

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